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SUNDAY, FEBRUARY 5, 1911.

In the Washington Churches.

Despite all that may be said to the contrary by sensation mongers who delight to gossip about the wickedness of Washington, the fact remains that the National Capital is a religious city. It is no more to be compared with other capitals than night is to day. Its people are quiet, orderly, and law-abiding, a home-loving and home-keeping community, whose family life is in keeping with the highest tenets of Christianity. Even in the social whirl there is nothing like the extravagance and disregard of propriety which makes Paris, for instance, notorious, while the occasional departures from the straight and narrow path only serve to emphasize the rule.

This high standard of Washington life is undoubtedly due to the influence of the churches. Washington is fortunate in regard to its pastorate. The ministers here are men of high standing, intelligence, and industry. They are conscientious in their labor for the cause of Christianity, and, above all, they seem imbued with a clear perception of the duty of the church in helping to uplift humanity. It is interesting to note, as shown in the church news page of The Washington Herald, that Washington preachers, almost without exception, realize the necessity of adapting their discourses to the everyday problems and needs of mankind. They seem to appreciate that religion, if it is to be helpful and regenerating, must be an everyday affair, and not merely to be donned on Sunday. In this they show great wisdom. There was a time when the sermon was an essay upon abstract things, dealing with generalities which reached everywhere and touched no one in particular. In this period of the world, however, the work of the minister, to be effective, must come into closer touch with the environment of the individual. In other words, if there is to be a more intimate relation between the pulpit and the pew, the lessons taught must be adapted to the real, everyday problems of life.

It is evident that this is the trend of modern church work. There need be no lowering of the high ideals toward which the ministry points. There must, however, be a realization that all men are human, and a sympathy with the fact that the man in the pew is brought into daily contact with circumstances which never enter into the pulpit's experience. With this sympathy felt and expressed, there need be no doubt as to the progress of the church. If men are to be attracted and held, and if religion is to demonstrate its power to assist and uplift, the pulpit must not deal altogether with theological doctrine, but must seek to adapt itself directly to human needs.

That such work as this is being done in the Washington churches is evident. Its value cannot be overestimated. It shows that the Washington ministry is progressive and observant. It makes for the betterment of our civic life.

Why is it that people will still insist upon getting lower berths, despite the reduction in the price of upper berths?

Raise the Maine!

The fact that the work of raising the Maine will have to cease owing to lack of funds is most unfortunate. The preliminary appropriation has been exhausted, and a number of engineers have been discharged because there are no funds to pay for their services. It makes little difference whether this is due to a wasteful use of the $300,000 appropriated by Congress, or to the fact that the original estimates were too low. The work should be pushed to a rapid conclusion, now that at last we have summoned sufficient patriotism to pay this long-delayed debt to the memory of the lives sacrificed in the harbor of Havana.

It is said that unexpected difficulties have been encountered in building the cofferdam. Perhaps this has eaten up the liberal margin for contingencies. Whatever the cause, sufficient money should be forthcoming at once to complete the work, now that it has been started. In a report to the Secretary of War, made recently, Col. Black, who is in charge of the work, had this to say:

"As some indication of the magnitude of the work which the board is doing, it may be added that the plant which it has been found necessary to assemble in Havana Harbor at the site of the work is worth, at a very conservative estimate, not less than $500,000, and on December 31, 1910, there were employed in connection with this work some 290 men. The task before the board is to place 3,200 steel piles, each seventy-five feet long, so accurately as to interlock and form a continuous enceinte of cylinders fifty feet in diameter, connected by auxiliary arcs of similar piling."

If Congress had solved this problem ten years ago, as it should have done, the cost of the work might have been less, for in the interval the sands of the harbor have been heaping up around the gradually sinking wreck. Congress cannot now abandon the undertaking without bringing reproach upon our government. If the expense now turns out to be greater than at first anticipated, Congress alone is responsible. Year after year it has been petitioned to have the historic wreck raised. Now that it has taken the initiative, it ought quickly to satisfy itself as to the approximate cost and vote the money for the completion of the work before March 4. Or shall it be said that Congress, after voting many millions for pensions, would deny a paltry few hundred thousand dollars for the removal of the wreck of the battle ship Maine from the harbor of a friendly nation, where it is an obstacle to navigation?

An Eastern farmer claims to have a plum tree that yields an average of 500 plums a week during the season. Pity they are not political plums!

Passing of the "Top" Hat.

The passing of the top hat in England is a sure sign that that nation is in the throes of a revolution, peaceful but far-reaching and profound. No country on the face of the globe has been a slave to the top hat to such a great extent as England during the past century. Everybody wore one—high or low, young or old. Now the clerks have eschewed the top hat, professional men no longer affect it, and its mainstay, the London cabbies, scorn it.

The latter-day axiom that the nation which lowers its headgear raises its civilization is thus shown to be true, after all. At any rate, the top hat always was and still is a pretentious fraud. While it pretended to denote respectability, it was, in fact, the reverse. This has been proved by explorers. Show a top hat to King Hullabaloo, and he would barter his harem for it. It has invariably caught the aboriginal eye for beauty. As worn by civilized men of to-day it is a piece of atavism, and the only voice raised in its defense is the voice of the hatter.

There were no top hats to encircle the temples of the inspired men of the Middle Ages. Before the top hat was clamped upon the brow of John Bull, England was "merrie" England; and so she may be again when she has kicked the last top hat into the Channel.

"What is the most beautiful line in the English language?" asks an exchange. Why, that is easy. Our guess is: "Inclosed please find check," &c.

Saved by the Vice President.

The outlook for the passage of any bill giving Federal aid to an American merchant marine is not encouraging. The Gallinger bill, restored practically to the form in which it came over from last session, and including lines to China, Japan, Australia, and the Philippines, was saved from defeat in the Senate Thursday afternoon only by the casting vote of the Vice President. Thirteen Republican Senators, all from the West, voted against it, making the tie which the presiding officer broke. Opposition against ship subsidy under any name is both partisan and sectional. The Democrats are massed against it and have had a strong contingent of Western Republican Senators in alliance with them. The latter, greatly to the chagrin of Mr. Gallinger, declare that it makes no difference under what flag American products are exported, as long as they are carried at the lowest rates. The fear of a shipbuilding trust is another obstacle.

The valedictory of the Senator from New Hampshire when the bill which for many years he has fathered in the Senate went to the vote was pathetic:

"I have done the best I could, and this is the last effort I shall make in this direction. If this legislation fails, it will be a long time before anything more will be done to place our flag upon the seas and restore the prestige of American shipping."

This utterance, perhaps more than anything else, prompted the Vice President to break the tie, a thing that has been done only very rarely by his predecessors. In fact, Mr. Sherman has made a record all for himself by thus far breaking three ties in the Senate. But we fear that the triumph of the veteran Senator will be short-lived. Subsidy bills have passed the Senate before, even by a much larger vote and with more liberal provision for American shipping, only to be rejected by the House. There is no apparent evidence of a growing sentiment in its favor in the lower branch at the present time.

Restricting the carrying of mails on ocean routes to vessels constructed in the United States and operated under American registry, with our present navigation laws and our present tariff, must make such service more costly, for the reason that these vessels and their operation cost so much more than if running under foreign flags. The promotion and development of foreign trade calls for the cheapest and most efficient means of transportation. Under present conditions, the best mail service can be obtained at far less cost from foreign shipping than from American, for reasons that are perfectly well understood.

The greater cost of using the American shipping is the sole reason for the nonemployment, and the way to encourage its use is to reduce that cost, so far as it is caused by restrictive laws.

It is one point of view that any prize fight in a place where prize fights are forbidden is a boxing match.

Danger in Competitive Fire Rates.

The most important result of the investigation by the New York legislative committee into the fire insurance situation in that State is the recommendation that the underwriting (rate-making) associations be placed under the supervision of the State superintendent of insurance, who shall have power to prevent discrimination, but not to make or to dictate rates. The committee bases its decision on the fact that fire insurance rates, from the nature of the risks, must not be competitive.

Schedule rating is defended by the committee on the ground that it tends to adjust premiums more closely to the risks in each class, to promote better construction of buildings, and the adoption of better safeguards against fire as being the best precautions for the safety of the insured. Whatever promotes this kind of improvement is taken to be a general benefit, and so far as insurance companies may contribute to it by concerted effort, they perform a service to the public as well as to their own interests.

Stability and reliability of rates are quite as important in fire insurance as in transportation, and rate cutting and rate wars are quite as demoralizing. Insurance rates ought to be reckoned among the regular items in the cost of carrying on modern business, and hence they should be equitable as between the insured and the insurers, which obviously is impossible where there is competition. Some sort of combination or agreement by means of exchanges or associations may be necessary to fix and maintain rates, but if these are kept under proper supervision and control they cannot become oppressive. On the other hand, competition tends to sacrifice the weaker companies to the more powerful, and to add to the risk of loss from fire that of loss from a possible failure of the underwriter. Cheapening of insurance by rate competition, therefore, can only be temporary, and may be affected by an increase in the chance for losses.

It appears that the advantages of association and co-operation in this kind of insurance greatly outweigh any possible injury that might come from it, if any.

It is one thing in Indiana to enact an anti-treating law, but quite another to enforce it.

Was there ever a case more elegantly stated? Prof. Muensterberg, of Harvard, the other night told an audience at Berlin that the majority of divorces in this country are not due to "moral turpitude," but to incompatibility of temper between more highly and less highly cultivated natures.

New Orleans is not likely to bet on a "sure thing" in a hurry again.

King George of England suing an editor for libel—never mind the merits of the case, as the lawyers would say—makes the finest kind of a story for the news editor.

It really does not make so much difference as to who sits in the gubernatorial chair of New Jersey, as long as Woodrow Wilson is the champion of the people of that State.

The Democrats in Congress may force an extra session by blocking the President's scheme to expend some $12,000,000 for Panama fortifications.

A Chicago girl offers to wed any man who will give her brother $5,000 to build an aeroplane. What may be her grouch against her brother?

A LITTLE NONSENSE.

ACTION TOO RAPID.

The man who's seen the play
And gives you such a jar,
Has flourished since the day
When Thespis was a star.

He always has things pat,
Would tell you how they go.
But you'll not find him at
A moving-picture show.

Such shows have fixed his tribe
In no uncertain way.
There's no time to describe
A moving-picture play.

Held His Ground.

"Can you put my advertisement on the baseball page?"

"Nix."

"But my competitor has good space there."

"Well, he stuck to the baseball page all winter."

A Queer Fellow.

"Is your fiance exacting?"

"Oh, very. He doesn't want me to be engaged to anybody else."

Live and Learn.

"What is this feed stuff?" inquired the city visitor.

"That," explained the farmer, "is alfalfa."

"Well, well! I always thought alfalfa was a slang term for whiskers."

Robins in February.

The robins figure in the press
While yet the skies are dark.
When skies grow bluer, more or less,
We see 'em in the park.

Rialto Chat.

"Half the managers on Broadway owe me money," declared Susan Brett.

"Back salary or alimony?" inquired Yorick Hamm.

In Swagger Life.

"Your new butler seems clumsy."

"For a butler, yes. But he may be a detective that my wife has engaged. In that case, I think he waits on table fairly well."

The Latest Excuse.

"How is it that you always blow up in the fourth inning?" demanded the manager.

"I—was on the stage all winter," explained the pitcher, "and our dates [illegible]"

NEW IDEAS IN POLITICS.

I.—INITIATIVE AND REFERENDUM.

BY FRANK PARKER STOCKBRIDGE

When Senator Jonathan Bourne, jr., of Oregon, delivered a speech on "Popular vs. Delegated government" in the United States Senate last May, he introduced the initiative and referendum to a large audience of newspaper readers, many of whom had never heard of this new idea in politics before, or if they had heard of it, regarded it as some kind of a half-baked theory that had never been tried in practice. Something like a million copies of Senator Bourne's speech have been printed at the Government Printing Office and sent out to the people of the United States, so there are—assuming that every one who received a copy of the speech read it—a million more Americans who know all about the initiative and referendum now than there were before the Senator spoke.

But it was not until the National Republican Progressive League included the initiative and referendum in its declaration of principles which it made public on January 24, 1911, that people in the Eastern part of the United States began to look on the initiative and referendum as something that might possibly be a live issue in the politics of the future. The Progressive Republicans put it in fourth place in their programme, as follows: "Amendment to the State constitutions providing for the initiative, referendum, and recall." I shall have something to say in my next paper about the recall, for there is so much to be said about the practical working of the initiative and referendum in America that it needs an entire article to itself.

The initiative and referendum has been a live issue "out West" for some time. As an illustration of the widespread interest in it, I need only cite the fact that both the Republican and Democratic party platforms of 1910 in Kansas, Colorado, California, Illinois, and North Dakota declared for it, while the Democratic platforms of Iowa, Ohio, Minnesota, Wyoming, New Mexico, New Hampshire, Arkansas, Idaho, Massachusetts, Oregon, and Nebraska made it a party principle, while the Republicans of Nevada and Wisconsin did likewise. So there are at least five States in which the initiative and referendum will be made a part of the system of government very soon, unless the legislatures go back on their party pledges, while there is an excellent chance of its adoption in four or five more, where the legislatures were carried by the party that indorsed this new idea, which is already in operation in Maine, Oregon, Oklahoma, Montana, South Dakota, Missouri, and Nevada.

It is contended by its supporters that the initiative and referendum is not a new or radical idea in government, but is an effort to revive and apply to modern conditions the "folk-mote" of the Anglo-Saxons, which finds its present-day counterpart in the New England "town meeting." The first nation to adopt it under modern conditions was Switzerland, where the canton of St. Gall introduced it more than seventy-five years ago. It prevails to-day in all but one of the twenty-two cantons of Switzerland, and in the nation as a whole on federal affairs.

There have been enough experiences with the initiative and referendum in the United States, however, to illustrate its working by examples taken from American Commonwealths under American conditions. In the seven States in which it is already in operation it prevails in substantially the same form. In some other States it prevails in municipal and county affairs, though not in matters of State-wide jurisdiction. From Oregon, where the system has been in use since 1902, the best examples of its plan and practical working can be obtained. South Dakota has had the initiative and referendum longer, but has not used it to the extent that Oregon has. It dates from 1898 in that State. The people of Utah voted for it in 1900, but the legislature refused to pass it a second time, as required for constitutional amendments in that State. In 1901 the Illinois legislature passed the "public-policy law," providing for the submission of not more than three questions at any State election, thus giving an opportunity for the expression of the popular will, although the legislature is not bound to follow it. Nevada adopted the initiative and referendum in 1904, Montana in 1906, Maine and Missouri in 1908, while in Oklahoma it is part of the fundamental constitution on which the State was admitted to the Union. Delaware failed to get it, although the people, by a vote of eight to one, requested the legislature in 1906 to grant it.

The Oregon law, which may be taken as a type of all initiative and referendum legislation, provides, in substance, that 8 per cent of the voters of the State may sign a petition for the submission to the people at the regular general election of any proposed new law, whether it has been presented to the legislature or not, and upon receiving such a petition the secretary of state is compelled to order the question to be printed on the regular ballots for the popular vote. This is the referendum by initiative petition. The referendum feature of the law provides that no measures, except emergency measures, passed by the legislature shall become a law until after the expiration of ninety days from the final adjournment. Within that ninety days 5 per cent of the voters may demand by petition the submission of the measure to the popular vote. On either an initiative or a referendum measure a favorable vote by a majority of those voting on the question carries the question and enacts it into law without further formalities. The objection that this permits a minority of the people to enact a law if a considerable percentage of the voters fail to vote on a measure opens a wide field of discussion. The answer made by the friends of the initiative and referendum is that a voter who does not take enough interest in public affairs to vote on any proposition is not entitled to consideration, and that it is equally possible under any existing political system for a minority of the voters to elect any public official if a considerable percentage fail to vote.

The full text of every question submitted to the people, with a brief argument by its supporters and one by its opponents, is required under the Oregon law to be printed by the secretary of state and a copy furnished to every voter fifty-five days before election. Four months must elapse between the filing of the petitions and the election, giving time for every voter to become thoroughly familiar with the questions.

Sixty-four questions, the great majority of which originated with the people and were submitted on initiative petitions, have been voted on in Oregon since the initiative and referendum became part of the State constitution. Thirty-one of them have been adopted. Thirty-two of them came up at one election, in 1910. The original initiative and referendum amendment was adopted by a vote of 62,024 to 5,668, 73 per cent of the voters who voted for governor at that time voting on the proposal. At the first general election following that of 1904, 80 per cent of the voters voted on a local option liquor bill, which was carried by 2,128, and 75 per cent on a direct primary nominations bill, carried by 56,205 to 16,354. No other propositions were submitted that year.

Two years later, in 1906, eleven propositions were submitted, and seven of them were carried. The four defeated were one for woman suffrage, a change in the local option law, a bill for the State ownership of a certain toll road, and one to veto an act of the legislature—the only time that has been attempted. The measures adopted, on which from 69 to 83 per cent of the voters cast their ballots, included the extension of the initiative and referendum to municipal, town, and county affairs, the right of cities to frame their own charters, an anti-pass bill, and bills for taxing sleeping car, express, telephone, and telegraph companies.

In 1908 nineteen measures were submitted, of which eleven were proposed by initiative petition. The variation in the total vote cast on each of these questions, ranging from 61 to 80 per cent of the total vote for governor, is pointed to by the friends of the initiative and referendum as an indication that the people do discriminate and carefully consider measures submitted to them. Of the eleven initiative proposals, three were beaten, including the woman suffrage amendment and a bill exempting improvements on land from taxation—the "single tax." Four of the referendum proposals were defeated, including an increase of salary for members of the legislature, requiring free passes to be issued to public officials, increasing the number of judges, and appropriating funds for an armory. Among the initiative proposals adopted was one providing for the recall of any elected official on petition, one for proportional representation in the legislature, and one restricting the use of money in elections.

In 1910 there were thirty-two questions submitted, of which only nine were adopted. The average vote on the thirty-two questions was smaller in proportion to the total vote for governor than in any previous election, reaching only 72.2 per cent of the total. The heaviest vote was on a State-wide prohibition amendment, which was defeated. Among the measures adopted in 1910 were one permitting three-fourths of a jury to bring in a verdict in civil cases, one extending the direct nominations law to the nomination at the primaries of Presidential electors and delegates to national conventions, an employers' liability law, and one the importance and significance of which has been generally overlooked, permitting any county in the State to adopt the Henry George single tax system of taxation—the first constitutional permission for such legislation that has been given in the United States. The foremost advocates of the initiative and referendum in Oregon said after the election in 1910 that steps should be taken to prevent the submission of so many questions at any one election in the future. It is generally conceded that ten or twelve questions are all that the average voter can be expected to assimilate and make an unbiased decision upon at any one election.

Under the initiative and referendum in Missouri the people in 1910 voted down a State-wide prohibition amendment to the constitution. In Oklahoma some of the important questions adopted in 1908 included the Torrens system of land registration and a constitutional amendment authorizing the re-location of the State capital, while measures for the establishment of the agency system for the sale of liquor and a proposal to sell the school and other public lands owned by the State were defeated.

A very active propaganda for the extension of the initiative and referendum to other States is now at work, and the publicity given to the proposal by its adoption as part of the platform of the National Republican Progressive League will doubtless add interest to the subject. In the States where it has been in operation for some time, its most active opponents have been the big corporations. By many the initiative and referendum has long been regarded as the panacea for nearly all the evils of government that are complained of from time to time. As to its probable extension, Ellis Paxson Oberholtzer, who has given the subject more intimate study than any other American authority, says:

"Whether we approve of the principle per se, or disapprove of it, it is something that has fastened itself securely upon our constitutional practice, and it appears to be assured of a much more extended development in the immediate future."

Carries His Own Fly Paper.

From the Kansas City Star.

A seat near the radiator was the only one vacant in the waiting-room of the Union Depot when an old man came in carrying several packages. He laid all his bundles beside the seat, then he picked up one, a long, square package, and looked about in perplexity.

"I don't dare to get this near those steam pipes," he explained to the usher. "You see, it's fly paper, and the directions say to keep in a cool place. I got it to take with me to Mexico. I wasn't sure I could get any there, an I wanted to be prepared. Flies bother me and I like to swat my share of them."

Fish that Eat Oysters.

From the London Globe.

As a result of recent investigations, T. Souhtwell finds that the fishes most destructive to pearl oysters are those commonly known as globe fish.

Another fish belonging to the group known as Pagrina is seldom or never found without oysters in its stomach. The larger species of rays and sharks are suspected of committing great ravages in the oyster beds, but hitherto Mr. Southwell has not been able to convict them by finding oysters inside them.

Youngest Great-grandmother.

From the Baltimore Sun.

North Carolina has the youngest grandfather in the country, and now comes to the front with the youngest great-grandmother.

She is Mrs. Addie Ward, of Mecklenburg County, and was forty-six years old in December. Her daughter is Mrs. A. J. Lawing, thirty-two years old, the grandmother; her granddaughter is Mrs. W. A. Adams, fifteen years old, the mother of the great-granddaughter, Beulah Adams, nine months old.

Caught Fish on the Fly.

From the Indianapolis News.

The prize fish story of Indiana for the year 1911 is claimed by Gary. The Michigan Central flyer, the Wolverine, was delayed for two hours the other day east of the city, when the locomotive, taking water "on the fly," also scooped up a number of fish. This brought the train to a slow speed, and when the engineer removed the piston from the condenser he found more than twenty pounds of fish.

A month ago fish clogged up the intake at the Gary rail mill and tied up that department for several hours.

SOCIAL GOSSIP OF FOREIGN CAPITALS

There is a good deal of talk in London army and navy clubs nowadays about the future of Prince Louis of Battenberg. I have heard it said that his highness is to be appointed commander-in-chief of the naval forces in the Mediterranean, to succeed Sir Edmund Poe, who is going to Devonport.

If so, the appointment is sure to be popular in the navy, for Prince Louis is an officer of extraordinary charms, as American society has every reason to remember from his visit to these shores several years ago, when his abilities and his versatility was highly praised. In early days he was a middy with Lord Charles Beresford and he accompanied King Edward, when Prince of Wales, during his famous Indian tour.

In the days when he was a dashing, handsome lieutenant in the British navy, Prince Louis is reputed to have played havoc with many hearts of the fair sex, but since then he has devoted himself solely to his profession.

The prince was the inventor of the ungainly but very practical long-distance signaling arrangements which were indispensable to war ships before the advent of wireless telegraphy. On the question of tactics he has been regarded as a well-nigh unrivaled authority, while as a naval reformer he unites sanity of judgment with earnestness of purpose. A special favorite in the wardroom and below and forward, he has always been successful in making a happy ship.

In actve service his liveliest experience was at the bombardment of Alexandria, where he distinguished himself, when in command of the gatling gun battery, by maintaining his position against heavy onslaughts.

The Countess of Minto, Lady Ampthill, and Lady Desborough have been appointed ladies of the bedchamber to her majesty, Queen Mary of England. The title "lady of the bed chamber" is something of a misnomer to-day. In former times this particular lady of the household had to attend to intimate details of the Queen's toilet, but since the accession of Queen Victoria she has become a superior lady in waiting, or a personal attendant of a more or less ornamental character.

Only when the court is at Windsor the ladies of the bedchamber are actually in residence, although when the court is at Buckingham Palace they must hold themselves in readiness at their own homes. As a rule, generally two are in attendance at a time, and during their periods of waiting they go to and fro in a royal carriage, being altogether at the Queen's command.

Lady Minto is far from being a newcomer to court ways. Her father, Gen. Charles Grey, acted as private secretary to Queen Victoria. Lady Minto lived in St. James' Palace, and was brought up in Queen Victoria's entourage. Her ladyship's "motherliness" cannot fail to recommend her to Queen Mary, who is nothing if not domestic and devoted to her five children.

Lady Ampthill's father, the late Lord Beauchamp, also was intimately connected for many years with the court of Queen Victoria, and when she married Lord Ampthill in 1894, both the former Queen and the late King, as Prince of Wales, took great interest in the wedding. Lady Ampthill, it is said in Mayfair, will be one of the handsomest and cleverest of Queen Mary's attendants in the coronation year.

Lady Desborough, also, is graceful and attractive and will be a prominent coronation hostess. Her Saturday-to-Monday parties at Taplow Court, deservedly are famous and she generally manages to capture the latest celebrities for these delightful functions. Like her popular husband, of Olympic game celebrity, she is exceedingly keen on every form of out-door sport.

There was an unusually large attendance of members of the royal family at Frogmore Mausoleum on January 22, the tenth anniversary of the death of Queen Victoria of England. The King and Queen were present. The memorial services were conducted by the Archbishop of Canterbury in the sanctuary where Queen Victoria and her Prince Consort lay in their last sleep.

To the British public Frogmore is a "terra incognita." It is open for inspection only one day in the year, and then only by special card of admission, which the average person will find great difficulty to obtain.

What is known as Frogmore is a little group of houses hidden by trees in Windsor Park. The mausoleum cost the enormous sum of $2,000,000. It has the appearance of a small chapel in the shape of a Greek cross with a short octagonal central tower. The interior is richly decorated with colored marble, statuary, sarcophagi, and gilding. Queen Victoria built it in 1864, intending that she and her adored Albert should lie there side by side.

There are no tombs other than those of the Queen and the Prince Consort. Directly under the dome is the splendid sarcophagus of Aberdeen granite, weighing nine tons, guarded at the four corners by bronze figures of angels, which enshrines the coffins of the Queen and prince. On the lid of the tomb are sculptured the recumbent figures of the illustrious dead. Prince Albert is habited in the uniform of a British field marshal, draped in the Garter mantle. Queen Victoria is represented at the age of forty, attired in regal robes. The faces of the Queen and the prince are inclined toward each other, making a singularly touching figure.

King Edward did a good deal toward beautifying the mausoleum. Among his improvements are several exquisite stained glass windows, dedicated to the memory of Queen Victoria, the Empress Frederick, Princess Alice, Prince Alfred, and Prince Leopold, the Queen's children.

The decision of Bishop Ryle, of Winchester, to relinquish that see in favor of the deanery of Westminster means that he will be called upon to undertake some very important duties in connection with the coronation next June. A day or two prior to the actual ceremonies the royal regalia is delivered into the custody of the dean and chapter of the abbey, who are held responsible for its safe-keeping until such time as it is returned to its accustomed resting place in the Tower of London.

This is a grave responsibility, and after the crowning of the late King Edward Dean Bradley asserted to a friend that he had not been able to sleep a wink during the whole time that the reaglia was under his guardianship.

At the actual coronation the Dean of Westminster plays a very important part, acting as chief assistant to the Archbishop of Canterbury and investing the sovereign with the regal vestments. He, also, is responsible for the instruction of the King and Queen into their duties during the ceremony, as well as for the whole of the arrangements for the actual conduct of the religious service in the abbey. Thus, when the new dean begins his duties about Easter he will find his time fully taken up for months to come.

FLANEUR.

VIEWS AND INTERVIEWS

Dry Land Farming.

The State of Montana, which is furnishing a great deal of aid to its new settlers and the farmers throught its experimental farms, has made arrangements to enlarge greatly the field of its operations, according to F. B. Linfield, director of the experiment stations of the State, who was seen recently at the Raleigh.

"New stations will be established in the Musselshell Valley and in Beaverhead County," continued Mr. Linfield. "It is also proposed to engage several irrigation and dry-land experts to travel over the State to instruct the farmers, through personal demonstrations and lectures, how to obtain the best results from their land.

"Dry-land farming stations have been maintained in Montana for several years. The results obtained at these stations show that the State is well adapted for this class of farming. There are still several millions of acres of bench lands, very fertile, and with sufficient rainfall for successful dry farming, which are open to settlement under the Mondell 320-acre act and the homestead law.

"That the people of the Middle States and the East are recognizing the value of these lands and taking up homesteads in the State is indicated by the report that in the Great Falls land office alone more than 200,000 acres of land was registered for entry during December a year ago. There are several other land offices in Montana, and all of them showed a big business."

For Railway School.

"Railroad financial managements should incorporate an educational scheme as a definite part of their policy, on the ground of business prudence," said J. Shirley Eaton, former statistician of the Lehigh Valley Railroad, who was seen at the Arlington. "Such policies should be inaugurated for periods of not less than five years, preferably ten, otherwise the money appropriated will be largely wasted.

"Railroads should extend the principles of definite apprenticeship to every department of the service, "continued Mr. Eaton, "and should provide for two or more grades of apprentices, in order to take account of differences in capacity and work done elsewhere, either in properly accredited schools or by experience, and leading to different grades of service. There should be formal provision for movement among departments under proper conditions, and the comity of railroads should be so far extended as to provide formally for some interchange of officials under special restrictions.

"In executing the policy of education announced by the directors, there should be a superintendent of education, reporting directly to a higher official, such superintendent to be thoroughly informed of the educational policy of the railroad and the broad considerations on which it rests. His department should systematically recruit the employes thoughout the service, and certify, on request, to their records and general efficiency in the early stages of promotion. Efficiency should be recognized by an efficiency wage, stated distinctly apart from the seniority wage. Employes should be encouraged to take outside courses of instruction or experience without forfeiting their tenure, and, so far as possible, the educational department should systematically turn to account every outside educational agency by suggesting courses and recognizing the work done in those courses, to the end that theory and practice be joined."

Moving-picture Education.

Dr. Charles Q. Russell, of Pittsburg, who is at the New Ebbitt, had something to say about moving pictures in this city. He had visited one of the shows, and from appearances did not seem to be much pleased with what he saw.

"Moving picture shows charge a low admission fee, making it possible for those people who cannot afford to patronize more expensive places of amusement to spend an evening profitably. The moving-picture theaters, for this very reason, are most important factors in the education of the masses, and great care should be exercised by managers to offer only such films as not only add to the amusement of the patrons, but also inspire them with proper thoughts.

"I visited a show to-night, in which was shown a scene down South during the civil war. The sentiments evoked by the films were such as to provoke animosity against the Union army, as those who represented them on the film acted disgracefully and with wanton cruelty and disregard of the feelings of the Southern people. There were sympathizers with the South and the North in the audience, and both factions showed their sentiments by applauding. A widow and her child, left in the care of a faithful old negro servant, looked on while a detachment of drunken Northern soldiers, carrying the Stars and Stripes, burned her homestead and ransacked it, carrying off valuables.

"Pictures of this nature should be interdicted by the censors; they do a great deal of harm. They are not amusing, nor are they true, and, therefore, they are of no instructive value. It is films of this kind that wipe out in two minutes every honest effort made by right-thinking people to heal the old wounds and establish peace and a united country."

Good Batting Average.

Lieut. Walther Samhammer, of Deutschland, is at the Shoreham. The big soldier is in this country to see the sights. He is no four-flusher when it comes to tales of war and acts of valor. He gloats over five deep crimson gashes on his left cheek and a forearm and fist like the last part of his name.

"I fight because I love to fight," said the son of Mars, "although I have fought but one duel for love." Five of his battles were fought while a student at Heidelberg University, and the rest of them during his first enlistment in the army, which he entered in 1902.

"I have what you Americans call a pretty good batting average," continued the lieutenant. "I have fought nine duels. I have won five, lost two, and drawn twice, because both of us in the last case were disabled. So you see that gives me a batting average of a lot more than .500, which I understand is considered splendid in this country."

When asked about the two battles that he lost, Lieut. Samhammer refused to go into details, further than to say: "I lost them—that's all there's to it; and that's the end."

Grace Before Meat.

Ex-Mayor McClellan, of New York, discussing urban architecture at a luncheon recently, said: "I fear that with all our skyscrapers we may be developing a skyscraper taste. I fear we are apt to think height is the criterion of a building's excellence.

"He who thinks that is, of course, as foolish as the Zulu who admires a woman according to her weight. The Zulu can respect a 200-pound woman, but it is only a 300 or 400 pound one that he can really love. We enlightened persons, on the other hand, have been taught [illegible]"